

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-164-1(29); BRF-164-1(18) Fayette-Clayton Office Preconstruction
P.I. No. 721440; 721040
Suff. Rating-6.0; 8.4; 6.0 DATE February 18, 1992
FROM *CWH*
C. Wayne Hutto, Assistant Director of Preconstruction
TO SEE DISTRIBUTION

SUBJECT PROJECT CONCEPT REPORT APPROVAL - SR 54 WIDENING AND 3 BRIDGES AT
MORNING CREEK; CAMP CREEK AND FLINT RIVER

Attached for your files is the approval for subject project.

CWH/se

Attachment

DISTRIBUTION:

John Lively
Robert E. Humphrey
David Studstill
Herman Griffin
Roland Hinners
Darrell Elwell
Winn Guthrie
Kirby Hamil
Ron Colvin
Paul Liles
Don Watson

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE STP-164-1(29); BRF-164-1(18) Fayette-Clayton OFFICE Preconstruction
P.I. No. 721440; 721040
Suff. Rating-6.0; 8.4; 6.0 DATE January 31, 1992

FROM Hoyt J. Lively, Director of Preconstruction

TO Wayne Shackelford, Commissioner

SUBJECT SR 54 WIDENING AND 3 BRIDGES AT MORNING CREEK; CAMP CREEK AND FLINT RIVER -
REVISED PROJECT CONCEPT REPORT

These combined projects will widen a 5.3 mile(±) section of SR 54 from just north of McDonough Road near Fayetteville extending northeasterly to SR 7/US 19/US 41 in Jonesboro and will replace the narrow and structurally deficient bridges at Morning Creek; Camp Creek and Flint River. The existing road has a rural section with 24' of pavement and variable width shoulders on 80' of right-of-way. The bridges at Morning Creek, Camp Creek and Flint River are 25.1'x240'; 23.8'x160'; and 23.8'x240', respectively. Base year and design year traffic is 14,600 VPD (1996) and 26,400 VPD (2016).

Project STP-164-1(29) will widen SR 54 between above termini to have a rural section with 4-12' lanes (2 each direction) with a 20' raised median from beginning of project to Banks Road and a 44' depressed median from Banks Road to end of project with minimum required right-of-way of 140' and 170', respectively. Traffic will be maintained on existing road during construction.

Project BRF-164-1(18) replacement structures will be two parallel concrete bridges at each site, Morning Creek (2 @ 38'x240'); Camp Creek (2 @ 38'x160'); and Flint River (2 @ 38'x240'). A concept was approved for this project 4/7/87 for replacing these bridges with 44' wide structures. This revised report changes the concept, as above, due to the new roadway section. Environmental considerations are: (1) displacement of 7 residences, 1 abandoned residence; 1 convenience store w/3 gas pumps; (2) COE 404 for wetlands; (3) 1 UST site; (4) a public hearing will be held.

Traffic will be maintained on existing road during construction. The estimated cost of these projects are:

	<u>STP-164-1(29)</u>		
	<u>PROPOSED</u>	<u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$4,785,000	\$8,282,000	FY 94
Right-of-way	\$2,759,000	No Est.	Preprogram
Utilities	LGPA*		

*LGPA to be sent after concept approval

Wayne Shackelford

Page 2

January 31, 1992

STP-164-1(29); BRF-164-1(18) Fayette-Clayton Counties

	<u>PROPOSED</u>	<u>BRF-164-1(18)</u> <u>APPROVED</u>	<u>PROG. DATE</u>
Constr(Infl&E/C)	\$2,804,000	\$2,016,000	FY 92
Right-of-way	\$ 527,000	\$ 29,000	
Utilities	LGPA*	LGPA	

*LGPA signed by County on 6/18/85

I recommend that we approve this project concept report, that the road project be removed from Preprogram Status and added to the Construction Work Program for implementation. The bridge project is currently in the CWP.

HJL/WLP/se

Attachment

CONCUR:

G. C. Lewis
G. C. Lewis, State Highway Engineer

APPROVED:

Wayne Shackelford
Wayne Shackelford, Commissioner

DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

RECEIVED

DEC - 6 1991

INTERDEPARTMENT CORRESPONDENCE

FILE ^{STP} ER-164-1 (29), BRF-164-1 (18) Fayette - Clayton **OFFICE** Atlanta, Georgia
P.I. No. 721440, 721040 Counties
SR 54 Widening & Bridges - 3 Locations **DATE** December 5, 1991

FROM Robert E. Humphrey, Project Review Engineer

TO Hoyt J. Lively, Jr., Director of Preconstruction

SUBJECT PROJECT CONCEPT REPORT - Revised

We have reviewed the attached revised Concept Report for this Major project and have the following comment:

The Report states that Utility relocations will be the responsibility of local government, however, a Local Government Project Agreement was not included with the Report.

We have received signed cover sheets from the following offices:

Bridge Design

Traffic and Safety

Environmental

This report is satisfactory for approval.

The estimated costs of this project are as follows:

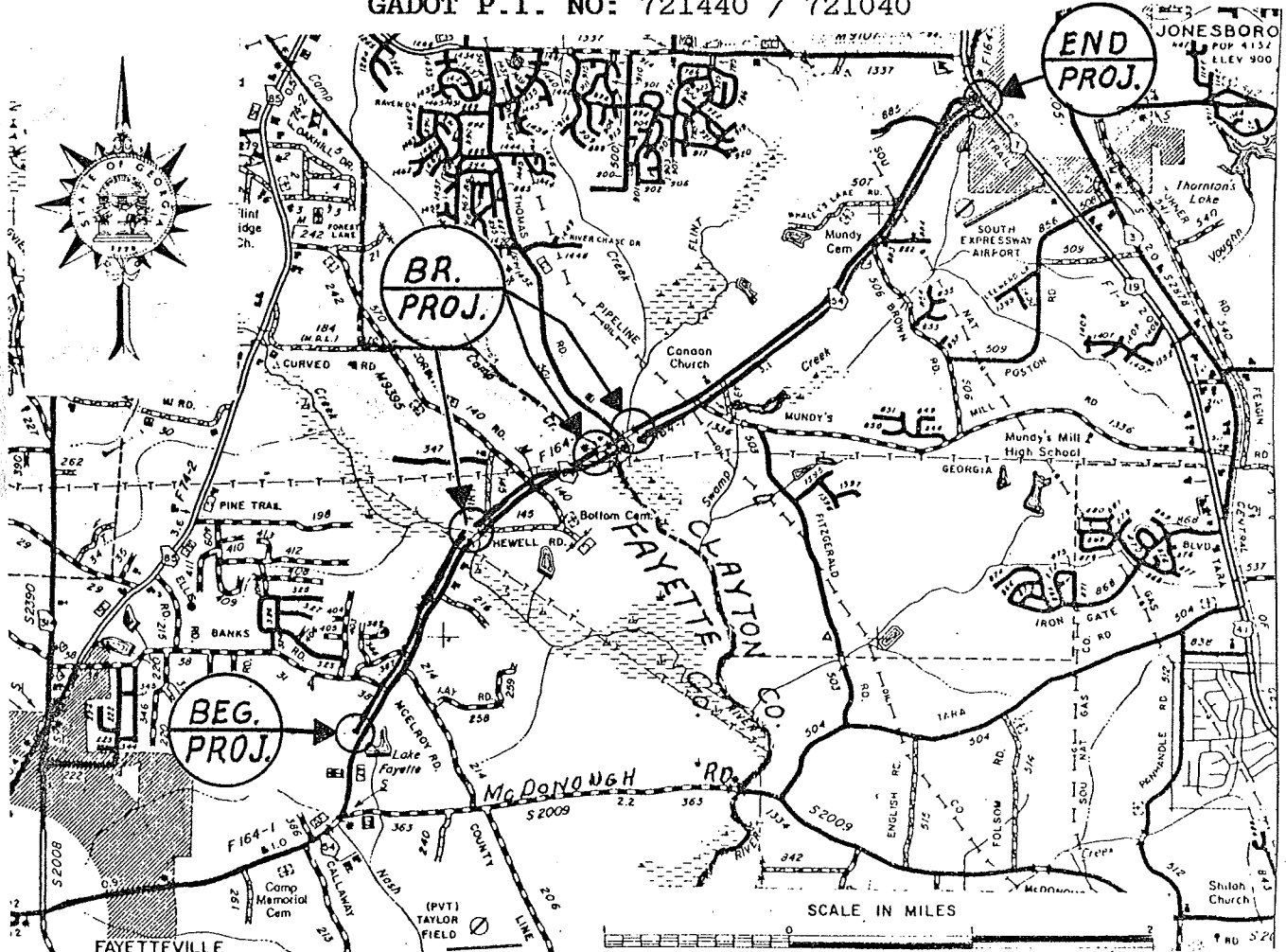
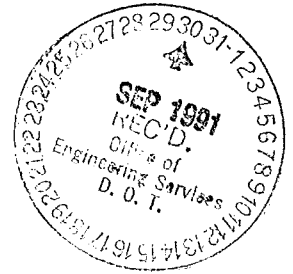
	<u>STP</u> <u>BRF</u>	<u>STP</u>	<u>BRF</u>
Construction	\$6,271,800	\$3,954,800	2,317,000
Inflation (5% per year)	940,770	395,500	231,700
E & C (10%)	721,257	438,000	254,900
Preliminary Engineering (5%)	313,590		
Right of Way	3,286,000	\$2,759,000	\$527,000
Utilities	LGPA	LGPA	LGPA

REH/jmf

Attachments

c: Roland W. Hinnners

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 54
GADOT P.I. NO: 721440 / 721040



Date of Report: 09-13-91

RECOMMENDATION FOR APPROVAL

DATE _____

State Road & Airport Design Engineer

DATE _____

State Environmental Engineer

DATE _____

State Traffic & Safety Engineer

DATE _____

District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE



FILE

FR-164-1(29) & BRF-164-1(18), Fayette/Clayton OFFICE
P.I. Nos. 721440 & 721040

Atlanta

DATE

Sept. 24, 1991

FROM

Roland Hinners
Roland Hinners, P.E., State Road & Airport design engineer **JAK**

TO

Robert Humphrey, Project Review Engineer

SUBJECT

Concept Report

Attached is the concept report on the listed file projects for your review and further handling.

These projects are for the proposed widening and reconstruction of SR 54 beginning just north of McDonough Road in Fayette County and extending easterly 5.3 miles to US 19/41 in Clayton County.

RH:MGR:bc
Attachments

cc: Wayne Hütto
David Studstill, w/att
Ron Colvin, w/att
Don Watson, w/att
Paul Liles, w/att
FHWA

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

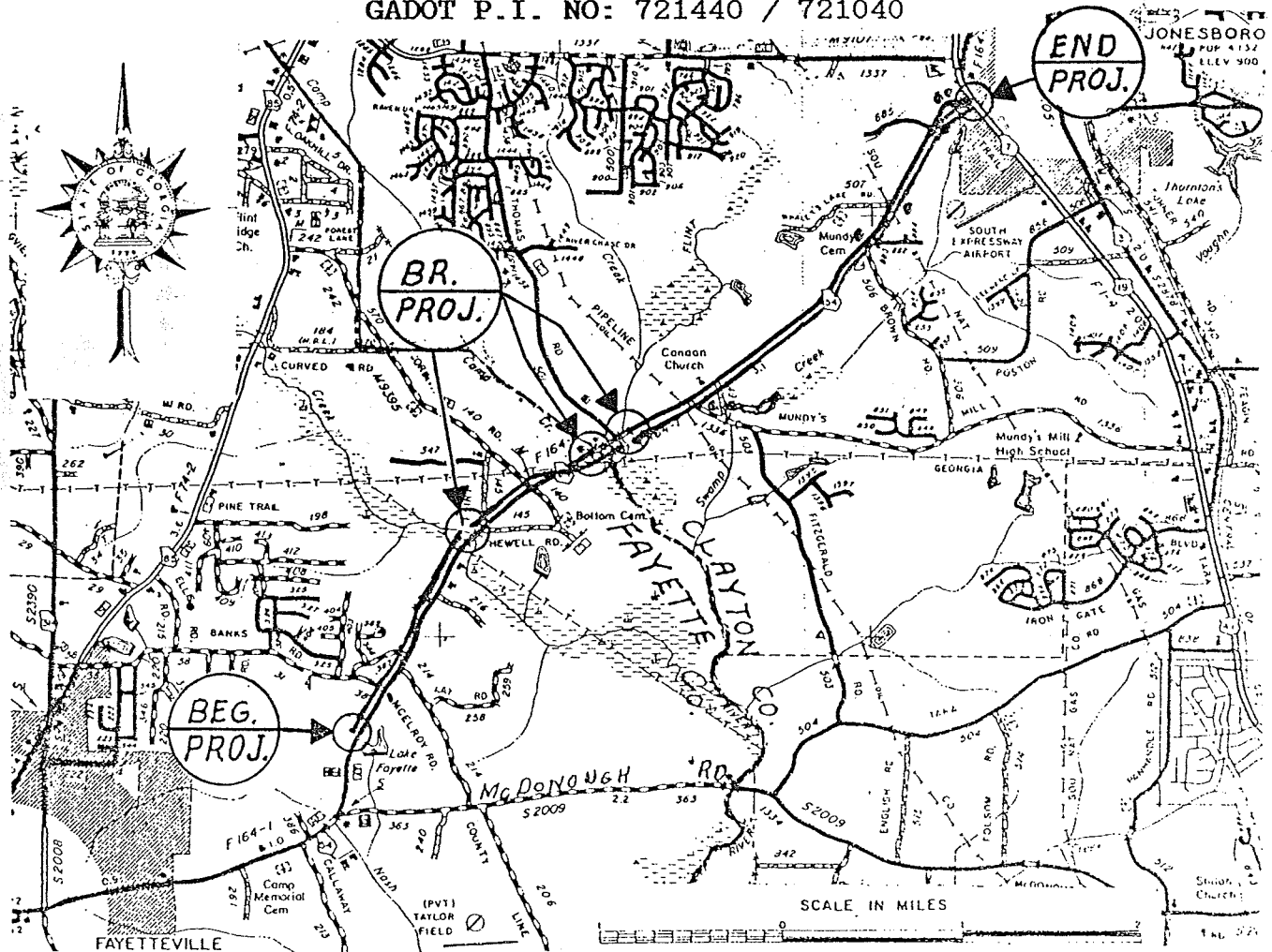
FR-164-1(29) & BRF-164-1(18)

FAYETTE & CLAYTON COUNTIES

FEDERAL ROUTE NO: N/A

STATE ROUTE NO: 54

GADOT P.I. NO: 721440 / 721040



Date of Report: 09-13-91

RECOMMENDATION FOR APPROVAL

DATE

State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

State Traffic & Safety Engineer

DATE

District Engineer

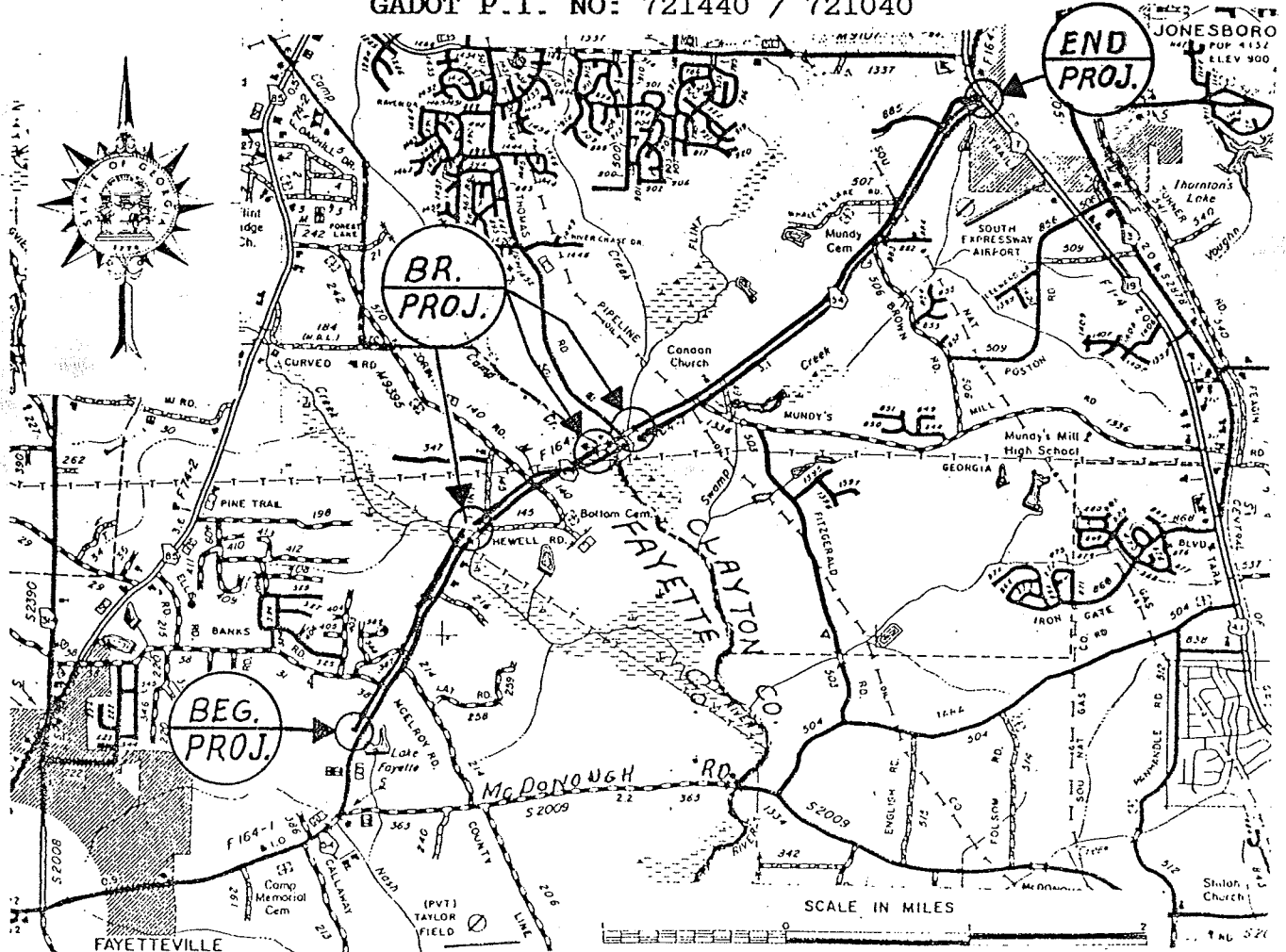
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

FR-164-1(29) & BRF-164-1(18)

FAYETTE & CLAYTON COUNTIES

FEDERAL ROUTE NO: N/A
STATE ROUTE NO: 54
GADOT P.I. NO: 721440 / 721040



Date of Report: 09-13-91

RECOMMENDATION FOR APPROVAL

9-26-91
DATE

Roland H. H. H.
State Road & Airport Design Engineer

10/8/91
DATE

Don Williams
State Environmental Engineer
Don Williams
State Traffic & Safety Engineer

DATE

District Engineer

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-164-1 (129) & BRF-164-1 (18) OFFICE Atlanta, Ga.
Fayette/Clayton County
P.I. No. 721440 and 721040 DATE October 8, 1991

FROM *[Signature]* Ron Colvin, P.E., State Traffic & Safety Engineer
TO Robert E. Humphrey, P.E., Project Review Engineer

SUBJECT Project Concept Report Review

We have reviewed the concept report on the above project for the proposed widening of S.R. 54 from just north of McDonough Road to U.S. 19/41 in Jonesboro. The existing two-lane roadway will be widened to a four-lane section with a 20 ft. raised median from the beginning of the project to Banks Road and a 44 ft. median from Banks Road to U.S. 19/41. We believe this concept will improve safety and operational capacity along this roadway. We also believe, due to the close proximity of Thomas Road and the new bridge over the Flint River during construction, that consideration should be given to constructing a 10 ft. inside shoulder on the eastbound bridge over the River. With this, we find this report satisfactory for approval.

RC:CKE:lw

Attachment (signature page)

cc: Roland Hinners; Don Watson



DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

PROJECT CONCEPT REPORT

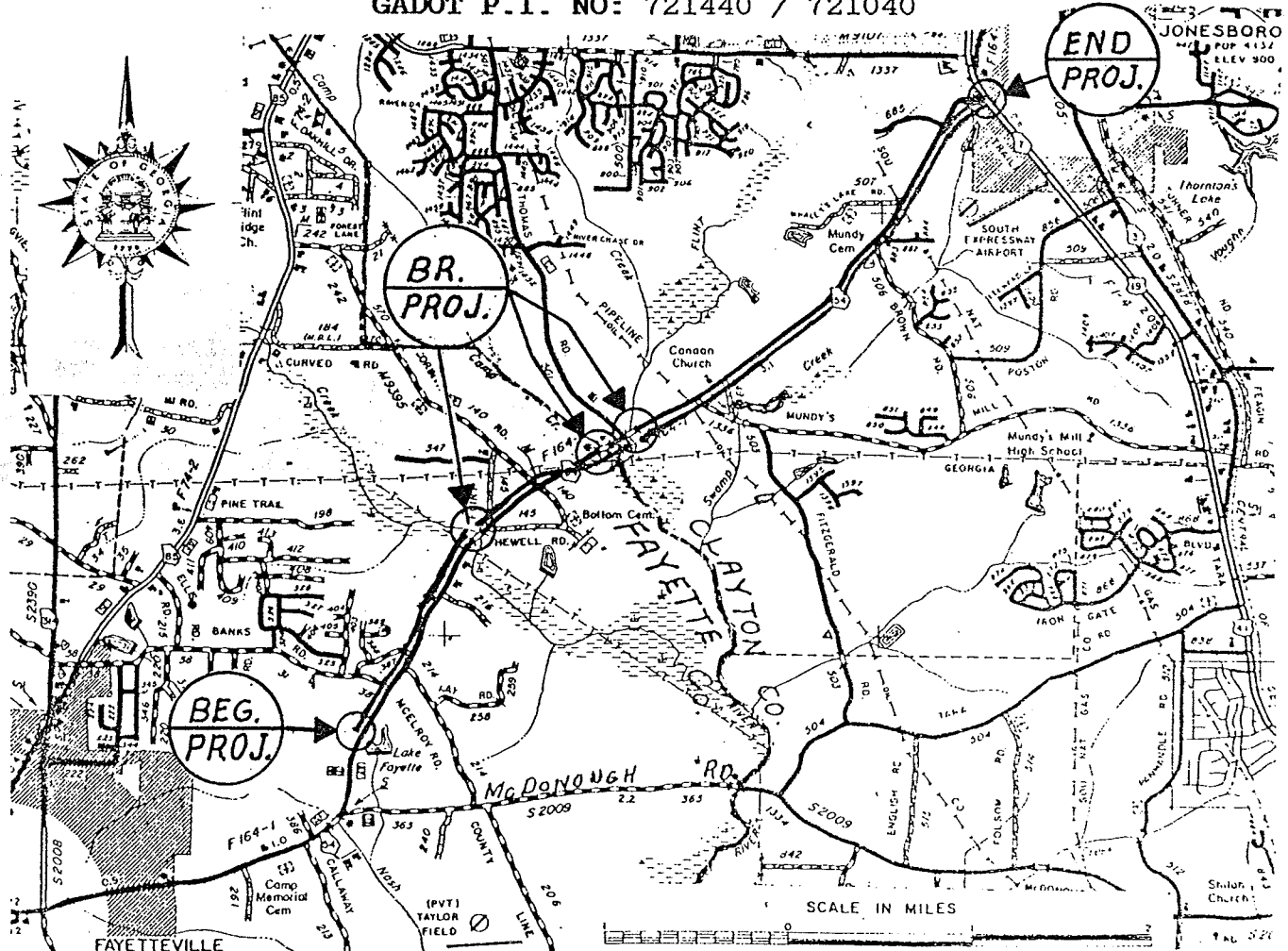
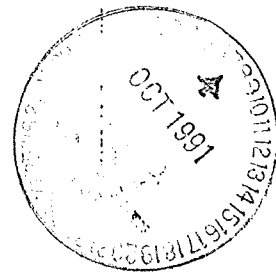
FR-164-1(29) & BRF-164-1(18)

FAYETTE & CLAYTON COUNTIES

FEDERAL ROUTE NO: N/A

STATE ROUTE NO: 54

GADOT P.I. NO: 721440 / 721040



Date of Report: 09-13-91

RECOMMENDATION FOR APPROVAL

9-26-91
DATE

Roland Hines
State Road & Airport Design Engineer

DATE

State Environmental Engineer

DATE

State Traffic & Safety Engineer

10/7/91
DATE

Paul V. Tule Jr.
District Engineer
State Bridge Engineer

PROJECT CONCEPT REPORT

P.I. NO: 721440 & 721040

PROJECT NO: FR-164-1(29) & BRF-164-1(18) FAYETTE/CLAYTON COUNTIES

PREVIOUS PROJECT NO.: ~~FR-164-1(16)~~, FAYETTE CO.

ROUTE NO: SR 54

PROJECT LOCATION & DESCRIPTION:

The roadway project begins just north of McDonough Road in Fayette County and extends 5.3 miles northeasterly along SR 54 and ends at US 19/41 in Clayton County. SR 54 is to be widened from a two-lane facility to a four-lane facility. A 20-foot raised median is proposed for a short distance from the ending of the adjoining project up to Banks Road and a 44-foot depressed median is proposed from Banks Road to US 19/41. Existing right of way is 80 ft min. Required right of way is 140 ft. for the 20-foot raised median section and 170 ft. for the 44-foot depressed median section.

The bridge project consists of six new 2 lane bridges, two each at Morning Creek, Camp Creek and Flint River. The parallel bridges will be built first and will function as a detour with connecting roadway. Also included is the removal and replacement of the three existing bridges on SR 54.

TRAFFIC

CURRENT ADT: 14,600 (1996)

PROJECTED ADT: 26350 (2016)

PDP CLASS.: MAJOR/EXISTING

FUNCTIONAL CLASS.: RURAL MINOR ARTERIAL (Beg. to Corinth Rd.)
URBAN CONNECTING LINK (Corinth Rd. to US 19/41)

PROJECT NEED AND PURPOSE:

The proposed project would widen and reconstruct SR 54 from just east of McDonough Road in Fayette County to US 19/41 in Clayton County. The roadway is currently two lanes and would be widened to four lanes with a 44-foot depressed median.

Land use in the corridor is mainly rural in nature with future land use to include commercial and residential development.

Traffic is expected to grow on SR 54 because the route is the only arterial connecting the cities of Jonesboro and Fayetteville. Traffic currently, on SR 54 is approaching 11,000 ADT (1991) with future traffic expected to exceed the capacity of the two lanes.

Widening and reconstruction of the project will provide for the needed capacity and make it a safer roadway.

The project was developed as part of the Transportation Improvement program of the Atlanta Regional Transportation Plan (FY 1991-FY 2010).

EXISTING ROADWAY:

TYPICAL SECTION: Two 12-foot lanes of asphaltic concrete pavement with variable width grassed shoulders. Open ditches are utilized for roadway drainage.

EXISTING R/W WIDTH: 80 Ft.

POSTED SPEED	MAX DEGREE OF CURVE	MAX GRADE
55 MPH	9 DEG	5.1 %

EXISTING MAJOR STRUCTURES:

1. Bridge at Morning Creek. (25.1 x 240) Sufficiency Rating 6.0
2. Bridge at Camp Creek. (23.8 x 160) Sufficiency Rating 8.4
3. Bridge at Flint River. (23.8 x 240) Sufficiency Rating 6.0

PROPOSED ROADWAY:

PROPOSED TYPICAL SECTION: Four 12-foot lanes with a 44-foot depressed median and 10-foot outside shoulders (4 foot paved) is proposed from Banks Road to US 19/41. A 20-foot raised median is proposed for a short distance from the beginning of the project to Banks Road.

PROPOSED R/W WIDTH:

- 140 feet (additional 60 feet) for 20-foot raised median section.
- 170 feet (additional 90 feet) for 44-foot depressed median sect.

POSTED SPEED	MAX DEGREE OF CURVE	MAX GRADE
55 MPH	Allowable: 6	Allowable: 4.5 %
	Proposed: 6	Proposed: 5.1 %

MAJOR STRUCTURES:

1. Two parallel bridges at Morning Creek. (240 x 38)
2. Two parallel bridges at Camp Creek. (160 x 38)
3. Two parallel bridges at Flint River. (240 x 38)

TYPE ACCESS: Driveway Permit

COORDINATION

CONCEPT TEAM MEETING HELD: April 10, 1991

FIELD INSPECTION DATE: To be held later

PERMITS REQUIRED: COE 404 Individual Permit for impacts to wetlands

LEVEL OF ENVIRONMENTAL ANALYSIS: Environmental Assessment

DISPLACEMENTS: 7 residences, 1 abandoned residence and 1 convenience store with 3 gas pumps.

LEVEL OF PUBLIC INVOLVEMENT: Public hearing to be held

TIME SAVING PROCEDURES APPROPRIATE: YES () NO (X)

OTHER PROJECTS IN AREA: FR-164-1(16) Fayette, P.I. 321320 - Widen and reconstruct SR 54 from Fayetteville to McDonough Road to be let to contract in Sept. 1991.

MISCELLANEOUS

TRAFFIC CONTROL DURING CONSTRUCTION: Widen under traffic.

DESIGN EXCEPTIONS REQUIRED: 5.1 % grade.

UNDERGROUND STORAGE TANKS: 1 site at Corinth Road will be acquired on alternate "B".

HAZARDOUS WASTE SITES: None anticipated

ESTIMATED COST

	FR-164-1(29)	BRF-164-1(18)	
RIGHT-OF-WAY:	\$ 2,759,000	527,000	
UTILITIES:	\$ * LGPA		
SUBTOTAL:	\$ 2,759,000	527,000	
CONSTRUCTION:	\$ 3,954,800	2,317,000	
E & C (10%):	\$ 395,480	231,700	
INFLATION:	\$ 593,220 (5%X3YR)	347,550 (5%X3YRS)	
TOTAL CONSTR:	\$ 4,943,500	2,896,250	
GRAND TOTAL CONSTRUCTION COST:	\$ 7,839,750		
GRAND TOTAL PROJECT COST:	\$ 11,125,750		

* LGPA has not been signed.

ALTERNATIVES CONSIDERED

1. No build.
2. 20 foot raised median section - was discounted because a 44 foot median would be safer and stage construction needed for vertical reconstruction would be less costly. Right of way impacts are not severe enough to warrant a 20 foot raised median.
3. Alternate "A" represents widening on the left to shift over to the right just before Corinth Road. Alternate "B" represent widening on the left to shift over to the right approx. 1000 feet past Corinth Road. Altern. "A" requires the relocation of Oglethorpe Power transmission tower with a reimbursable utility cost of \$ 450,000. Altern. "B" acquires a convenience store with USTs and requires the relocation of Georgia Power metal power poles with a reimbursable utility cost of \$ 150,000. Additional right of Way cost is \$ 67,000. Therefore alternate "B" is being proposed. Note, Oglethorpe Power did not attend the Concept Team Meeting held on April 10, 1991. It was Georgia Power who estimated the tower cost at the meeting.

COMMENTS

Listed below is a brief description of proposed construction:

1. This is a continuation of projects FR-164-1(12) and FR-164-1(16). This project would provide for a continuous multi-lane corridor from SR 74/Tyrone Road in Peachtree City to US 19/41 in Clayton County.
2. This project connects to FR-164-1(16) with a 20 foot raised median section for approx. 0.50 miles. The 44 foot depressed median section begins just before Banks Road and continues to the end of the project. Approx. 4.8 miles. Widening is on the left from the beginning to Corinth Road where it shifts over to the right side for the remaining of the project.
3. Existing horizontal alignment is sufficient for 55 mph design speed with the exception of 1800 feet from Towngate Blvd. to US 19/41. Here the alignment is relocated using 6 deg reverse curves to meet 55 mph design speed.
4. Approximately 30 % of the project will require a grade change to meet 55 mph design speed.
5. Wetlands will be encountered at the three stream crossings, at Thomas Road and at SR 54 relocation at US 19/41.
6. Georgia Power Company, Southern Bell Telephone Company, Atlanta Gas Light Company, and Wometco Cable TV of Clayton County have facilities that occupy the public right-of-way and should relocate their facilities at no cost to the Department of Transportation or the Local Government.
7. Clayton County Public Schools are proposing a new school on SR 54. Three sites are being considered, two are on the left and one is on the right near Mondys Mill Road. However, there is no funding at this time and plans cannot proceed until a bond issue is passed.

8. Parallel bridges will be built under BRF-164-1(18) funds because existing bridges will not operate at a level of service of "C" or better with design year volumes (see attached capacity analysis). 2

ATTACHMENTS: Preliminary Cost Estimate (Pages 7,8,9 & 10)
Pre-program Document
Minutes of Concept Team Meeting
Preliminary Right of Way Cost Estimate
Typical Section
Capacity Analysis (two-lane highway)

PRELIMINARY COST ESTIMATE

PROJECT NO.: FR-164-1(29) &
BRF-164-1(18)

COUNTY: FAYETTE/CLAYTON

DATE: 09-13-91

ESTIMATED LETTING DATE: FY 1994

PREPARED BY: RAY VENDER

PROJECT LENGTH (MILE): 5.3

() PROGRAMMING PROCESS (X) CONCEPT DEVELOPMENT () DURING PROJECT DEV.

PROJECT COSTS

	FR-164- 1(29)	BRF-164- 1(18)
A. RIGHT-OF-WAY:		
1. PROPERTY (land, improvements and damages)_____	\$ 1,125,000	216,500
2. DISPLACEMENTS_____	\$ 605,000	114,000
3. OTHER COST (adm./court,inflation)_____	\$ 1,029,000	196,500
SUBTOTAL: _____	\$ 2,759,000	527,000

B. REIMBURSABLE UTILITIES:

1. RAILROAD_____	\$	0
2. TRANSMISSION LINES Georgia Power 150,000_____	\$	* LGPA
3. SERVICES Colonial Pipe Line 15,000		
Southern Natural Gas 80,000		
Coweta Fayette EMC 45,000_____	\$	* LGPA

NON-REIMBURSABLE UTILITIES:

Clayton County Water and Sewer 325,000		
Fayette County Water 285,000_____	\$	* LGPA

SUBTOTAL 900,000_____ \$ * LGPA

* LGPA has not been signed.

C. MAJOR STRUCTURES:

1. RETAINING WALLS_____	\$	0
2. BRIDGES		
REPLACEMENT BRIDGES		
BRF-Morning Cr. (240x38) @ 40.00		
BRF-Camp Cr. (160x38) @ 40.00		
BRF-Flint River (240x38) @ 40.00_____	\$	972,000

FR-164-
1(29)BRF-164-
1(18)

PARALLEL BRIDGES

BRF-Morning Cr. (240x38) @ 40.00

BRF-Camp Cr. (160x38) @ 40.00

BRF-Flint River (240x38) @ 40.00_____ \$

972,800

3. DETOUR BRIDGES_____ \$

0

4. BOX CULVERTS_____ \$

0

SUBTOTAL:_____ \$

1,945,600

BRF-164-1(29)

D. GRADING AND DRAINAGE

1. EARTHWORK:

unclass. exc. 138,000 CY X ^{2.423} \$1.423/CY_____ \$

196,400 + 138,000

2. DRAINAGE:

a. Cross Drain Pipe _____ \$ 40,000

b. Curb and gutter ty.7 4,000LF X 7.297_____ \$ 30,000

c. Median Drainage (incl catch basins)_____ \$ 201,400

SUBTOTAL:_____ \$ 467,800

E. BASE AND PAVING:

1. AGGREGATE BASE:

graded aggregate 83,600T x 10.461/T_____ \$ 874,500

4,950T x 10.461/T_____ \$ 52,000

2. ASPHALT PAVING:

asph. conc. E 13,200T x 30.934

asph. conc. B 18,730T x 30.305

asph. conc. BASE 29,700T x 27.968

asph. conc. LEV 1,500T x 28.338

bit. tack coat 12,500G x 0.498_____ \$ 1,855,300 114,400

3. CROSS ROAD RELOCATION & TIE IN_____ \$

33,000

4. CONCRETE PAVING:_____ \$

0

5. OTHER: aggr surf crs 2000T x 11.256_____ \$

22,500

SUBTOTAL:_____ \$ 2,752,300 199,400

F. LUMP ITEMS:

1. TRAFFIC CONTROL 5.30Mi x 10,000/Mi_____ \$ 53,000

2. CLEARING AND GRUBBING 115AC x 3602/Ac_____ \$ 414,200

	FR-164- 1(29)	BRF-164- 1(18)
3. LANDSCAPING_____	\$ 0	
4. EROSION CONTROL 67Ac_____	\$ 100,000	
5. BRIDGE DETOURS (on site-temporary paving)_____		122,000
6. REMOVAL OF OLD BRIDGES <i>only \$40K for removal</i> _____	\$ 50,000	
SUBTOTAL:_____	\$ 567,200	172,000

G. MISCELLANEOUS:

1. LIGHTING_____	\$ 0	
2. SIGNING - STRIPING - SIGNAL 5.3x5,000 + 5.3x10,000 + 1eax50,000_____	\$ 129,500	
3. GUARDRAIL_____	\$ 25,000	
4. SIDEWALK - MEDIAN BARRIER_____	\$ 0	
SUBTOTAL:_____	\$ 154,500	

H. SPECIAL FEATURES:

1. Field Engr Off Tp II _____	\$ 13,000	
SUBTOTAL:_____	\$ 13,000	

ESTIMATE SUMMARY

FR-164-1(29)	BRF-164-1(18)
--------------	---------------

A. RIGHT-OF-WAY_____	\$ 2,759,000	527,000
B. UTILITIES REIMBURSABLE 290,000_____	\$ * LGPA	
NON-REIMBURSABLE 610,000_____	\$ * LGPA	

* LGPA has not been signed.

CONSTRUCTION ESTIMATE SUMMARY

C. MAJOR STRUCTURES_____	\$ 1,945,600	
D. GRADING AND DRAINAGE_____	\$ 467,800	
E. BASE AND PAVING_____	\$ 2,752,300	199,400
F. LUMP ITEMS_____	\$ 567,200	172,000

CONSTRUCTION ESTIMATE SUMMARYFR-164-1(29) BRF-164-1(18)

G. MISCELLANEOUS_____ \$ 154,500

H. SPECIAL FEATURES_____ \$ 13,000

SUBTOTAL CONSTR COST_____ \$ 3,954,800 2,317,000

E. & C. (10%)_____ \$ 395,480 231,700

INFLATION (5% / YEAR) @ 3 YRS. _____ \$ 593,220 347,550

TOTAL CONSTRUCTION COST_____ \$ 4,943,500 2,896,250

GRAND TOTAL CONSTRUCTION COST_____ \$ 7,839,750

GRAND TOTAL PROJECT COST_____ \$ 11,125,750
=====

MONTH October 1989

REQUEST
FOR
PRE-PROGRAMMING AUTHORIZATION

AUTHORIZATION IS REQUESTED TO PROCEED WITH DEVELOPMENT OF A PROJECT
CONCEPT ON THE FOLLOWING PROJECT:

PROJECT DATA

COUNTY	PROJECT NO. P.I. No.	TYPE WORK	DESCRIPTION
Clayton-Fayette	FR-164-1(29) 721440	Widen and Reconstruct	S.R. 54: From McDonough Road in Fayette Co. to U.S. 19/S.R. 3 in Clayton Co. Length = 5.7 miles

Fund 1: OIO
Fund 2: MLP

PRELIMINARY COST ESTIMATE (\$1,000's)	PROPOSED FISCAL YEAR	ROW TO BE PROVIDED BY D.O.T.	CONG. DIST.	FIELD DIST.
---	-------------------------	------------------------------------	----------------	----------------

ROW CONST. \$8,282	1994		6	7
-----------------------	------	--	---	---

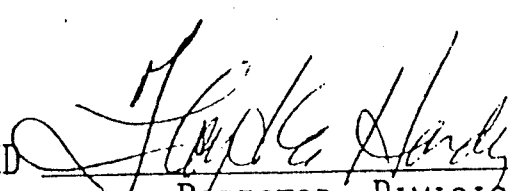
NEEDS RATING:

SUFFICIENCY RATING:

COMMENTS:

It is proposed to add this project to the Construction Work Program upon approval of the Project Concept Report. This project was recommended by the August 31, 1989 S.H.I.P. Committee.

RECOMMENDED


DIRECTOR, DIVISION OF PLANNING AND PROGRAMMING

APPROVED


COMMISSIONER

recd. 5-07-91
Raj V.

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE FR-164-1(29) & BRF-164-1(18) Clayton/Fayette OFFICE Atlanta
P.I. Nos. 721440 & 721040
SR 54 Roadway Bridges DATE May 1, 1991
FROM Walker W. Scott, P.E., State Road & Airport Design Engineer JAK
TO SEE DISTRIBUTION

SUBJECT Minutes of Concept Team Meeting

The concept team meeting was held April 10, 1991 at 10:00 A.M. in the Road Design Conference Room. Persons present were: Walker Scott, Mike Reynolds, Ray Vender, Tim Jacks, Carolyn Kitchings, Del Clippard, Dania Aponte, Jack Lenderman, Stephens Wassell, Bob Cardner, Scott Siegel, James Sipper, Mike Crozier, Wade Brannan, Wes Wilson and Bobby Mathews.

The meeting was opened by Mike Reynolds, who described the project including information as listed on the "concept fact sheet." The walk through was conducted by Ray Vender.

The roadway project begins just north of McDonough Road in Fayette County and extends 5.7 miles northeasterly along SR 54 and ends at US 19/41 in Clayton County. SR 54 is to be widened from a two lane facility to a four lane facility. A 20 ft. raised median will be built for a short distance from the ending of the adjoining project up to Banks Road and a 44 ft. depressed median from Banks Road to US 19/41. Also included are six new bridges at Morning Creek, Camp Creek and Flint River. Three two lane bridges would be built under the roadway project and 3-2 lane parallel bridges would be built under the bridge project. The bridge project would be built first. It includes: Temporary tie ins to the existing roadway, a 2 lane intersection at Flint and Howell Road, construction of the roadway between Camp Creek and Flint River Bridges, a 2 lane intersection at Thomas Road and the removal of the old bridges on existing SR 54.

The functional class is a rural minor arterial up to Corinth Road and from Corinth Road to US 19/41 it is urban connecting link. Existing right of way is 80 ft min. Required right of way is 150 ft. for the 20 ft. raised median section and 175 ft for the 44 ft. depressed median section. 7 Residences will be displaced by the project.

Discussion was as follows:

*Dania Aponte noted the location of the historic site on the north side of SR 54 near US 19/41. We are relocating SR 54 further south of this site. Also noted was the historic site on Mundy's Mill Road. The building and the trees would not be impacted. However, Mundy's Mill Road would have to be regraded and additional R/W and/or slope easement would be required from the property. Also a possible old cemetery site may be located about 850 ft. east of Old Mundy's Road

*James Sipper of Georgia Power asked if we could avoid the power trans. tower near Corinth Road. He said the cost for relocating the tower is \$300,000. If we moved the alignment we would be taking the gas station/store at Corinth Road. The Right of Way Department was asked to perform a cost study.

*There were some discussion about Thomas Road. It would be regraded with additional R/W being required in the wetland. Thomas Road connection to SR 54 is near the Flint River bridge. There can be no decel lane for westbound U-turn. Wade Brannan suggested relocating Thomas Road half way between the bridges. This would mean relocating through wetland. It might be possible to mitigate at the old location.

Del Clippard suggested widening the 4 ft. shoulder on the Flint River bridge.

*Walker Scott talked about parallel utilities through wetlands. Utility relocations need to be addressed early so as to comply with 404 permit. A question was raised that the bridges 4 ft. left shoulder was too short for two-way traffic. Walker said that the 38' bridge can serve two-way traffic as a temporary condition.

*Jack Lenderman said that a school in Clayton County was proposed to be constructed north of Thomas Road. Walker suggested writing the school board. Don Livingston the superintendent of schools should be our contact person.

*There was some discussion about the SR 54 and US 19/41 intersection. A grade separation has been proposed for Flint River Road which is about 1/4 mile north of the SR 54 and US 19/41 intersection. This is very close and will affect the SR 54 intersection design. US 19/41 northbound traffic needs a double left movement westbound. This will be in the area that is presently striped out. SR 54 will have a double left with provision for future triple left.

*Wade Brannan of Clayton County wanted SR 54 intersection with US 19/41 moved further south approx. 500 ft. to line up with future county project to extend South Avenue straight to the west to US 19/41 and east to connect to I-75. Walker Scott instructed us to leave at current location. It was mentioned that there is currently a proposal to widen US 19/41 and build grade separation interchanges including this intersection. Further coordination between projects is warranted.

*Wes Wilson noted that Fayette County Water is parallel to bridge on north side of Morning Creek.

*Tim Jacks came to this office with representatives of the Colonial Pipe Line Company on April 15th, they have a 12" line crossing the project along side the power line easement west of Morning Creek. They request not having the temporary pavement of the bridge project over their pipe line. This would require a minor adjustment in the temporary tie in alignment.

PAGE 3
May 2, 1991

STATUS OF TASKS:

Environmental/Location: Received design traffic; need mapping and cross sections; need environmental analysis; need UST's and wetland locations. Five sets of concept plans already furnished.

Right of Way: Need right of way cost estimate (plans already sent).

Traffic and Safety: Need accident data.

Utilities: Need utilities relocating cost estimate (plans already sent).

Planning: Need a "Need and Purpose Statement."

Scheduling: A schedule will be established after a concept is approved.

WWS:MGR:bc
Attachment

DISTRIBUTION

Juan Durrence
Frank Danchetz/Dania Aponte
Bascombe Hughes
Robert Bowling
Don Watson/Danny Godwin
Herman Griffin/Carolyn Kitchings
Robert Humphrey
Wayne Hutto
Ron Colvin/Del Clippard
Wade Brannan
Wes Wilson
Stephen Wassell
James Sipper
Mike Crozier
Bobby R. Mathews

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE R/W OFFICE Chamblee/Metro
DATE May 1, 1991
FROM John T. Lord, Right of Way Specialist, III
TO Donald E. Welch, State Rights of Way Engineer
Attention: Steve Crawford
SUBJECT FR-164-1(18) Clayton-Fayette
FR-164-(29) Clayton-Fayette
P.I.#721440

A Preliminary rights of way cost estimates have been made as requested by Ray Vender, Road Design Office, based upon the conceptual plans (aerials) furnished to this office.

The estimates for the required rights of way are:

Unit 18--Alternate "A"	-	\$ 460,000.00
Unit 18--Alternate "B"	-	\$ 527,000.00
Unit 29--	-	\$2,759,000.00

JTL:LEP:aw

Attachment - Cost Estimate Sheet - 3

c: File

ALTERNATE "A"

Donald E. Welch

DATE OF ESTIMATE: April 30, 1991

BY: L. E. Pachoud, Jr.

TYPE ESTIMATE: PRELIMINARY

PROJECT: FR-164-1(18) Clayton/Fayette

P.I. 721040

EXISTING R/W 80'

REQUIRED R/W 175'

ESTIMATED NUMBER OF PARCELS: 17±

PROJECT TERMINI: 0.16 Mile North of Henderson Road - South End

0.13 Mile South of Mundy Mill Road - North End

PROJECT DESCRIPTION: Widen Road to 4 Lane and Add New Bridges @ Morning

Creek, Camp Creek and Flint River

Length 0.86 Mile±

TYPE OF LAND USE: Residential/Agricultural

VALUE APPLIED S.F. BASIS: \$0.50

433,000 S.F. @ \$0.50/ S.F.

Construction Easements Considered

TOTAL LAND COST: \$216,500.00

IMPROVEMENTS IMPACTED AND COST: (IF APPLICABLE) Total \$ 50,000.00

1-Residence

RELOCATION COST: (IF APPLICABLE) \$ 22,000.00

1 Unit @ \$22,000.00

CONSEQUENTIAL DAMAGES: (IF APPLICABLE) \$ -0-

NET COST \$288,500.00

ADM./COURT COST FACTOR 45 % SAY \$129,800.00

INFLATION FACTOR 10 % \$ 41,800.00

TOTAL COST \$460,100.00

SAY \$460,000.00

ALTERNATE "B"

Donald E. Welch

DATE OF ESTIMATE: April 30, 1991

BY: L. E. Pachoud, Jr.

TYPE ESTIMATE: PRELIMINARY

PROJECT: FR-164-1(18) Clayton/Fayette

P.I. 721040

EXISTING R/W 80'

REQUIRED R/W 175'

ESTIMATED NUMBER OF PARCELS: 17±

PROJECT TERMINI: 0.16 Mile North of Henderson Road - South End

0.13 Mile South of Mundy Mill Road - North End

PROJECT DESCRIPTION: Widen Road to 4 Lane and Add New Bridges @ Morning

Creek, Camp Creek and Flint River

Length 0.86 Mile±

TYPE OF LAND USE: Residential/Agricultural

VALUE APPLIED S.F. BASIS: \$0.50

433,000 S.F. @ \$0.50/S.F.

Construction Easements Considred

TOTAL LAND COST:

\$216,500.00

IMPROVEMENTS IMPACTED AND COST: (IF APPLICABLE) Total

\$ 92,000.00

1-Convenience Store with Canopy for 3 gas pumps

1-12x24 Painted Bulletin

RELOCATION COST: (IF APPLICABLE)

Total

\$ 22,000.00

1- Unit @ \$22,000.00

CONSEQUENTIAL DAMAGES: (IF APPLICABLE)

\$ -0-

NET COST

\$330,500.00

ADM./COURT COST FACTOR 45 %

\$148,700.00

INFLATION FACTOR 10 %

\$ 47,900.00

TOTAL COST

\$527,100.00

SAY

\$527,000.00

Donald E. Welch

DATE OF ESTIMATE: April 30, 1991

BY: L. E. Pachoud, Jr.

TYPE ESTIMATE: PRELIMINARY

PROJECT: FR-164-1(29) Clayton/Fayette

P.I. 721440

EXISTING R/W 80'

REQUIRED R/W 175'

ESTIMATED NUMBER OF PARCELS: 40±

PROJECT TERMINI: 0.5 Mile South of Banks Road - South End

U.S. 19/41 - North End (Less Bridge Project)

PROJECT DESCRIPTION: Widen to 4 Lane with 44' Median

Length 4.25 Miles±

TYPE OF LAND USE: Residential/Agricultural VALUE APPLIED S.F. BASIS: \$0.50

2,250,000 S.F. @ \$0.50/S.F. \$1,125,000.00

Construction Easements Considered

TOTAL LAND COST: \$1,125,000.00

IMPROVEMENTS IMPACTED AND COST: (IF APPLICABLE) Total \$ 430,000.00

7-Residences - \$430,000.00

1-Abandoned Residence - Salvage Only

RELOCATION COST: (IF APPLICABLE) Total \$ 154,000.00

7-Units @ \$22,000 Each

CONSEQUENTIAL DAMAGES: (IF APPLICABLE) Total \$ 21,000.00

Pool & C.B. Storage Building & 1-Brick Residence - Proximity & Severance

NET COST \$1,730,000.00

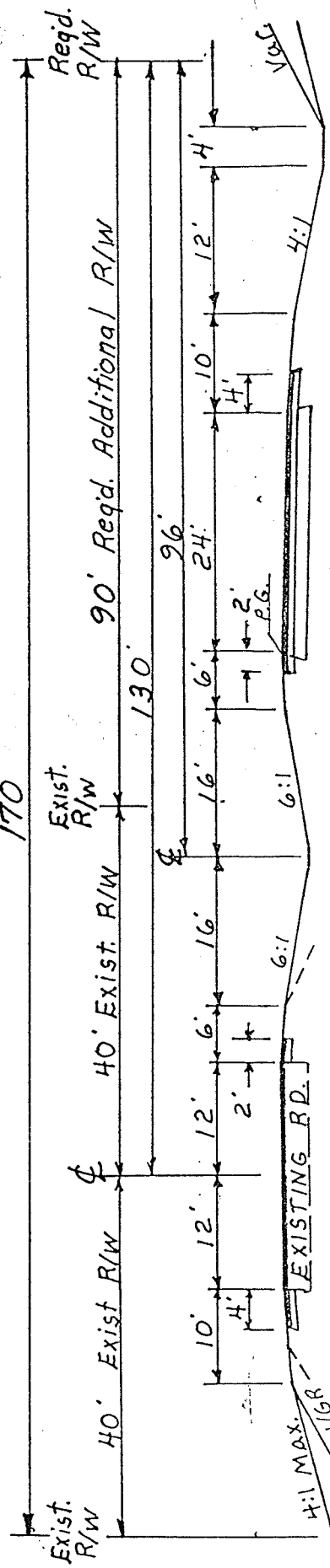
ADM./COURT COST FACTOR 45 % \$ 778,500.00

INFLATION FACTOR 10 % \$ 250,900.00

TOTAL COST \$2,759,400.00

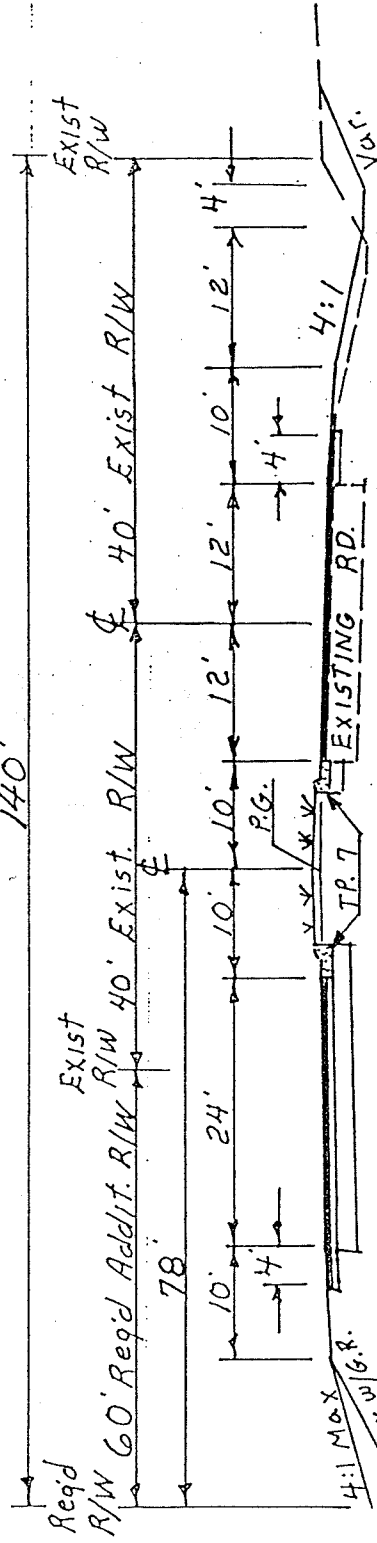
SAY \$2,759,000.00

170'



44 FT. DEPRESSED MEDIAN

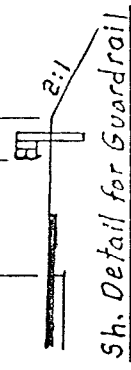
140'



20 FT. RAISED MEDIAN

Rd. W. Pav Sh + 2' 3 1/2"

Note: See Ga. Std. H051 or H052



Sh. Detail for Guardrail

SR 54
CONCEPT
TYPICALS

1985 HCM:TWO-LANE HIGHWAYS

FACILITY LOCATION.... SR54 @ Morning Creek
 ANALYST..... Mike Reynolds
 TIME OF ANALYSIS..... 2018
 DATE OF ANALYSIS..... 09-03-1991
 OTHER INFORMATION.... Bridge on SR54 @ Morning Creek = SR54Mg Cr.

A) ADJUSTMENT FACTORS

PERCENTAGE OF TRUCKS.....	3
PERCENTAGE OF BUSES.....	0
PERCENTAGE OF RECREATIONAL VEHICLES.....	0
DESIGN SPEED (MPH).....	60
PEAK HOUR FACTOR.....	.96
DIRECTIONAL DISTRIBUTION (UP/DOWN).....	43 / 57
LANE WIDTH (FT).....	12
USABLE SHOULDER WIDTH (AVG. WIDTH IN FT.)...	0
PERCENT NO PASSING ZONES.....	100

B) CORRECTION FACTORS

ROLLING TERRAIN

LOS	E T	E B	E R	f w	f d	f HV
A	4	3	3.2	.7	.96	.92
B	5	3.4	3.9	.7	.96	.89
C	5	3.4	3.9	.7	.96	.89
D	5	2.9	3.3	.7	.96	.89
E	5	2.9	3.3	.88	.96	.89

C) LEVEL OF SERVICE RESULTS

INPUT VOLUME(vph): 2145
 ACTUAL FLOW RATE: 2234

LOS	SERVICE FLOW RATE	V/C
A	52	.03
B	218	.13
C	469	.28
D	721	.43
E	1897	.9

LOS FOR GIVEN CONDITIONS: F

